Body Builders Layout Book

SNOWPLOW
WHAT'S NEW

2026MY F-150:

- Snowplow Prep Is Not Supported--- No Guidance Offered For Residential Or Personal Use.

2026MY SUPER DUTY:

- Updated Pickup Weight Chart
- Updated Snowplow Connector Part # and Pinout

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SUPER DUTY F-250/350/450/550 REQUIRED & RECOMMENDED EQUIPMENT

The Super Duty F Series vehicles tabled below are available for snowplow usage. Plow and attaching hardware weights listed in tables below.

MINIMUM REQUIRED EQUIPMENT

- 4x4 (all pickups, F350 chassis cab)
- Snowplow Prep Package (473) which includes:
- Computer Selected Springs for Snowplow Application
- Gas engine 750 –CCA 78 Amp hour SLI battery (standard snowplow prep)
- Diesel engine 750 –CCA 78 Amp hour dual battery 6.8L Gasoline: 195-amp alternator
- 7.3L Gasoline: 195-amp alternator
- 6.7L Diesel Pickup: 250-amp alternator
- 6.7L Diesel Chassis Cab: 352-amp dual alternators

RECOMMENDED EQUIPMENT

- All terrain tires
- Roof clearance lights (optional with SRW Pickup models, included on DRW Pickups and all Chassis Cabs).
- 6.8L GASOLINE: OPTIONAL 250-AMP (67E) & DUAL BATTERIES (86M)
- 7.3L GASOLINE: OPTIONAL 250-AMP DUAL ALTERNATORS (67B) & DUAL 68AH BATTERIES (86M)
- 6.7L DIESEL PICKUP : OPTIONAL 407-AMP DUAL ALTERNATORS (67B)

STANDARD EQUIPMENT

Front and rear stabilizer bar (rear standard on Chassis Cab and DRW pickup models). Roof clearance lights standard on Chassis Cab and DRW Pickups Steering damper. Engine oil cooler, automatic transmission oil cooler and maximum capacity engine coolant radiator are standard. All available axle ratios are acceptable.

COMPLETED VEHICLE WEIGHT

Snowplow weights (maximum recommended), refer to the tables below.
The vehicle must not be operated when overloaded. A vehicle is overloaded when the weight of the completed vehicle with aftermarket equipment installed, plus driver, passengers and cargo, exceeds either the FGAWR, RGAWR or GVWR displayed on the Safety Compliance Certification Label.
The addition of ballast (up to a maximum of 1500lbs) weight placed rearward of the rear axle may be required to prevent exceeding the FGAWR and provide good vehicle braking and handling. The ballast should be attached securely to the vehicle with consideration for the normal driving dynamics of snowplowing and occupant safety in accidents.
For Ford completed vehicles of 10,000 lb. GVWR or less, the weight of permanently attached aftermarket equipment must not exceed the Total Accessory Reserve Capacity (TARC) displayed on the Safety Compliance Certification Label to maintain the compliance representation that came with the Ford built vehicle.
Exceeding TARC may require recertification. This applies only to the permanently attached equipment, such as the snowplow frame mounting hardware, and not to the removable portion of the snowplow blade assembly.

FRONT END WHEEL ALIGNMENT AND HEADLIGHT AIM

Front end wheel alignment (toe) and headlight aim may require readjustment after installation of snowplow equipment. Failure to reset front wheel alignment may cause premature uneven tire wear. If required, reset to chassis manufacturer's specifications found in the Ford Workshop Manual.

ELECTRICAL CONNECTIONS

Installation of any inductive load devices, such as electric motors or electric clutches for clutch pumps, must not be connected to Ford vehicle wiring or f use panels. Power for such devices should be taken directly from the battery or starter motor relay power terminal. Control of these devices should be achieved via relays. No direct current path should exist between Ford vehicle wiring and the installed load that is not filtered by the battery. These recommendations are intended to eliminate or minimize any induced reverse voltage into the Ford circuitry. Refer to SVE Bulletin Q 277 "Under Hood Electrical Equipment Mounting" for clearance guidance.

WARRANTY

The Ford New Vehicle Limited Warranty applies to vehicles with snowplows installed in accordance with these guidelines. Consult your Ford dealer or the Owner's Guide for any further questions.

PICKUP(1) DRIVER & ONE PASSENGER			PERMANENT HARDWARE / MAX REMOVABLE PLOW WEIGHT (2)(4) 250 SRW 4x4(3)	350 SRW 4x4(3)	350 DRW 4x4(3)	450 DRW 4x4(3)
REG. CAB	141.6"	6.8L GAS	100/1300	100/1300	100/1300	/
		7.3L GAS	100/1300	100/1300	100/1300	/
		6.7 DIESEL	100/1200	100/1175	100/1175	100/1020
		HO 6.7 DIESEL	100/1190	100/1160	100/1165	100/1010
SUPER CAB	148.0"	6.8L GAS	100/1300	100/1300	/	/
		7.3L GAS	100/1300	100/1300	/	/
		6.7 DIESEL	100/1085	100/1105	/	/
		HO 6.7 DIESEL	100/1075	100/1095	/	/
	164.2"	6.8L GAS	100/1300	100/1300	/	/
		7.3L GAS	100/1300	100/1300	/	/
		6.7 DIESEL	100/1010	100/1015	/	/
		HO 6.7 DIESEL	100/1000	100/995	/	/
CREW CAB	159.8"	6.8L GAS	100/1300	100/1300	/	/
		7.3L GAS	100/1300	100/1300	/	/
		6.7 DIESEL	100/1055	100/1010	/	/
		HO 6.7 DIESEL	100/1040	100/995	/	/
	176.0"	6.8L GAS	100/1300	100/1300	100/1300	/
		7.3L GAS	100/1300	100/1300	100/1300	/
		6.7 DIESEL	100/880	100/890	100/825	100/740
		HO 6.7 DIESEL	100/870	100/880	100/815	100/730

MODEL NOT AVAILABLE

CHASSIS CAB DRIVER & ONE PASSENGER			PERMANENT HARDWARE / MAX REMOVABLE PLOW WEIGHT (2)(4) F350 SRW 4x4(3)	F350 DRW 4x4 14,000 LB GVWR	F450 DRW 4x2	F450 DRW 4x4	F550 DRW 4x2	F550 DRW 4x4	F550+ DRW 4x2	F550+ DRW 4x4	F600 DRW 4x4
REG CAB	145.0"	6.8L GAS	100/1350	100/1350	/	/	/	/	/	/	/
		7.3L GAS	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350
		6.7 DIESEL	100/1350	100/1200	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350
	169.0"	6.8L GAS	/	100/1350	/	/	/	/	/	/	/
		7.3L GAS	/	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350
		6.7 DIESEL	/	100/1100	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350
	193.0"	6.8L GAS	/	/	/	/	/	/	/	/	/
		7.3L GAS	/	/	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350
		6.7 DIESEL	/	/	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350
	205.0"	6.8L GAS	/	/	/	/	/	/	/	/	/
		7.3L GAS	/	/	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350
		6.7 DIESEL	/	/	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350
SUPER CAB	167.5"	6.8L GAS	100/1350	100/1350	/	/	/	/	/	/	/
		7.3L GAS	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350
		6.7 DIESEL	100/1075	100/1075	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350
	191.5"	6.8L GAS	/	/	/	/	/	/	/	/	/
		7.3L GAS	/	/	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350
		6.7 DIESEL	/	/	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350
CREW CAB	179.4"	6.8L GAS	100/1350	100/1350	/	/	/	/	/	/	/
		7.3L GAS	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350
		6.7 DIESEL	100/950	100/975	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350
	203.4"	6.8L GAS	/	/	/	/	/	/	/	/	/
		7.3L GAS	/	/	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350
		6.7 DIESEL	/	/	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350	100/1350

1. Includes Pickups ordered with Pickup Box Delete option.
2. 100/750 = 100 maximum lb. of permanently attached hardware and maximum 750 lb. of removable plow blade and hardware. The plow and hardware weight limits shown are based upon a vehicle with 33% Ford Option content and a total of 300 lb. for the driver and one front seat passenger (150 lb. each).
3. Considering maximum GVWR offered (variable)
4. This chart only shows the Maximum Recommended values.

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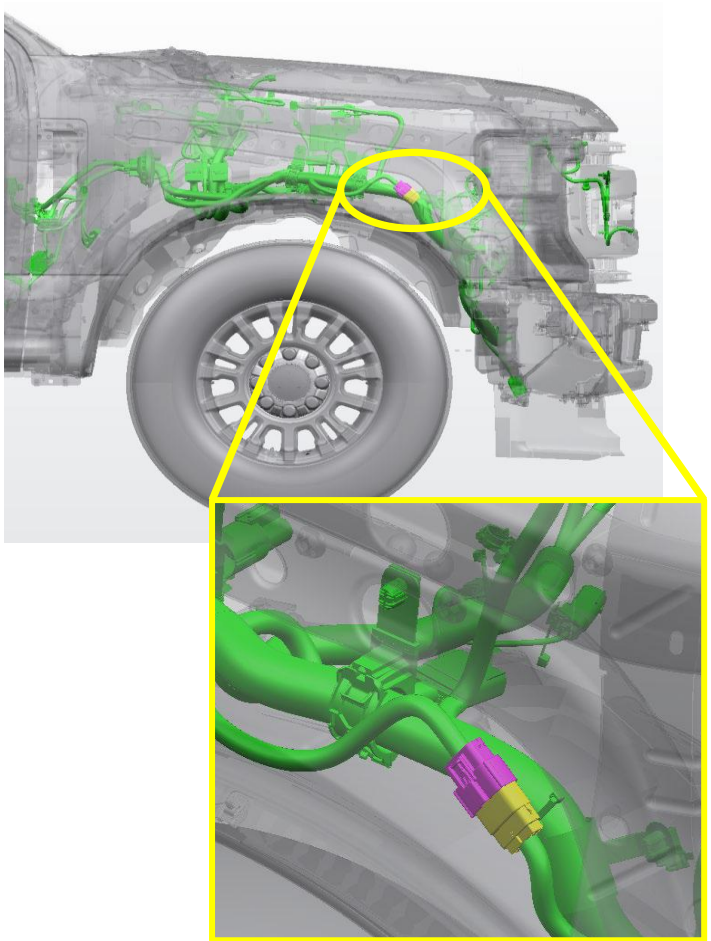
SUPER DUTY F-250/350/450/550/600 SNOWPLOW CIRCUIT PINOUTS

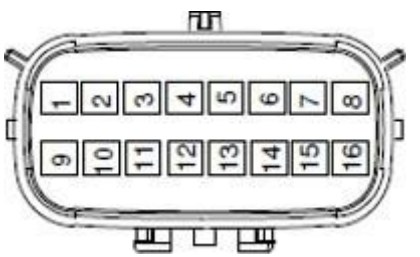


NOTE: CONNECTOR LOCATION MAY BE ROTATED 90 DEGREES OR MORE INBOARD ON HARNESS BUNDLE

CNUM: C11-S1-PJ			
CONNECTOR #: 6U5T-14A464-JA			
CAVITY	CIRCUIT	CIRCUIT DESCRIPTION	OPTION
1	GD131J	RIGHT GROUND	ALL
2	N/A	N/A	N/A
3	N/A	N/A	N/A
4	N/A	N/A	N/A
5	CLF05	RIGHT LOW BEAM	ALL
6	CLF04	LEFT LOW BEAM	ALL
7	CLF03	RIGHT HIGH BEAM	ALL
8	CLF02	LEFT HIGH BEAM	ALL
9	GD129J	LEFT GROUND	ALL
10	N/A	N/A	N/A
11	N/A	N/A	N/A
12	N/A	N/A	N/A
13	CDP03	B+	ALL
14	CLS77	PARK LAMPS	ALL
15	CLS25	RIGHT FRONT TURN LAMP	HALOGEN OR LED HEADLAMPS
16	CLS21	LEFT FRONT TURN LAMP	HALOGEN OR LED HEADLAMPS

6U5T–14A464–JA

CNUM: C11-S2-PJ			
CONNECTOR #: 4L3T–14A624			
CAVITY	CIRCUIT	CIRCUIT DESCRIPTION	OPTION
1	N/A	N/A	N/A
2	N/A	N/A	N/A
3	N/A	N/A	N/A
4	N/A	N/A	N/A
5	CLF05	RIGHT LOW BEAM	HALOGEN OR LED HEADLAMPS
6	CLF04	LEFT LOW BEAM	HALOGEN OR LED HEADLAMPS
7	CLF03	RIGHT HIGH BEAM	HALOGEN
8	CLF02	LEFT HIGH BEAM	HALOGEN
9	N/A	N/A	N/A
10	N/A	N/A	N/A
11	N/A	N/A	N/A
12	N/A	N/A	N/A
13	N/A	N/A	N/A
14	N/A	N/A	N/A
15	N/A	N/A	N/A
16	N/A	N/A	N/A



4L3T–14A624–XB

SNOWPLOW

BEST PRACTICES FOR BATTERY MAINTENANCE

COLD WEATHER BATTERY PERFORMANCE

- Cold weather slows down battery charge rate acceptance. Batteries can accept only 2 to 5 amp-hours of charge during cold ambient temperatures (20F or less).
- Cold-weather snowplow operations can reduce battery charge level significantly (on the order 5 to 20 amp-hours) during a typical plowing session.
- Deep-cycling of the batteries is especially detrimental to battery longevity.
- Cold weather increases viscosity of the hydraulic fluid, causing even larger electrical draw on the truck.
- Snowplow kits (plow hydraulics, lighting, salt-spreaders, etc.) use more energy than alternators can keep up with (during low- speed operations), resulting in batteries having depleted charge levels.
- Batteries in trucks that sit (unused) for long periods of time (~3- 4 weeks) will experience lower states of charge due to normal parasitic electrical loads in the vehicle.
- Short-duration and/or low-speed plowing operations do not allow for battery charge level to be adequately replenished.
- Driving your truck (at speed) will not fully be able to replenish battery state of charge in cold temps (<20F).
- Weak batteries will result in slower movement of the plow, dimming lights and possible radio drop-outs and other functional issues.
- Other vocations or installed equipment, such as Lift-gates, winches, etc. may result in similar low-battery issues.

BEST-PRACTICES FOR BATTERY HEALTH

- Keep all battery connections light and clean. Loose or dirty connections require higher power consumption.
- Prior to the snow season, check to make sure your battery levels are at full state-of-charge. 12.7-12.8V with vehicle off is a healthy battery. Beginning the snowplow season with a depleted battery results in deep-cycle depletion of battery charge.
- Avoid parking (unused) your truck for long periods of time (~3-4 weeks) after plow operations as the battery will develop lower states of charge due to normal parasitic electrical loads in the vehicle.
- Parking the truck after snowplow operations, with battery in discharged state of charge, can lead to sulfation and/or stratification of the acid resulting in irreparable internal damage to the battery.
- Avoid operating the plow with engine not running.
- If you suspect your battery is in a state of discharge, hook a battery charger up when the truck is not in use. If the battery still cannot achieve or maintain adequate charge, the battery should be replaced.
- On a dual-battery truck, if one battery goes bad, always replace in pairs (same size, same capacity).